“To provide and promote a venue for members to actively participate and share their collective passion for aviation and flight”

Presidents Corner
(by John Horning, Secretary)
Please take a moment to welcome our new President and Vice-President and returning officers.

- President - Mark Thiel
- Vice-President - Carlos Varela
- Secretary - John Horning
- Treasurer - Brian Flynn
- Operations - Nick Skinner
- Maintenance - Harriet Bregman
- Public Relations - Ken Haefner

Next Meeting
The next meeting of Condair Flyers will be held on Sunday, November 6th, 2016 at 7:00 PM

There will be a Pre-Heat Demonstration by Nick Skinner at 6:00pm meet at the Hildt Aviation hangar. [http://www.condairflyers.org/Private/preheat.pdf](http://www.condairflyers.org/Private/preheat.pdf)
Be sure to bring your Airport Security Badge

In Memory of Bob Hoover:
After our business meeting is over, we will be the showing the movie’ “Flying the Feathered Edge: The Bob Hoover Project”
Movie Trailer [https://youtu.be/JNachtBu0Wc](https://youtu.be/JNachtBu0Wc) (Its runtime is 1hr 27min)

Next Meeting: December 4th at 7:00 PM
Any suggestions for presentation topics?
Contact Carlos vicepresident@condairflyers.org
N854GW is still on engine break-in procedures after having one cylinder overhauled that had a burnt exhaust valve. A NOTAM will be sent out once it has accumulated enough hours to break the replacement cylinder in and remove the restrictions.

N3940M had the ELT go off with a member taxiing it and then flying it. It is located just to the right of the ignition switch. The pictures of the left hand panel and the ELT/ignition are now on the website. Please make sure you know all the systems for the airplane you are flying since, in this case, Nick Skinner and Andy DeFeo received phone calls about the ELT and the member flying it did not know it was the ELT going off.

Several members have indicated that they have trouble pre-flighting the Cessnas without a ladder. I ordered two Werner two foot, two step aluminum ladders that will be put into the baggage compartments of the Cessnas so we have one in each. If you take the airplane on a trip and do not have room for the ladder in the Cessna 172s, please put the ladder in our right hand cabinet and put it back into the airplane after your trip. For those of you who do not know what we have in that cabinet, we also have two headsets that Nick Skinner donated that you can borrow for passengers plus sleeping bags for the cowlings during winter flights. Remember to return them to the cabinet after your flight.

As Fall has just started, we notice some days are hot and some are near freezing. For the hot weather, you still need to make sure that you use the Novus 1 and microfiber cloths for the windshield (they are in the same container as the fuel checkers). NEVER use paper on the plexiglass since it will scratch it badly. Use the microfiber cloths. ALSO, please remember to use the wet sponge in the zip lock bag to clean the front of the cowling, struts (on the Cessnas) and leading edges of bugs. For the cold weather, remember to make sure to pre-flight the airplane in the hangar and then leave time in your schedule for Million Air to move the airplane out. You can call ahead to give them a time, but confirm that you want to pre-flight in the hangar first and will reconfirm the time after the pre-flight. Also remember to take a sleeping bag (in the right hand cabinet) to use on trips or during the day to cover the cowling during your ground stop(s) in freezing weather. If you take an airplane away from the airport overnight, you will be reminded to have it pre-heated the next day before starting.

Rich, as Avionics Officer, has also looked into the issue of readability of the Garmin 300XL screens. He has adjusted them from automatic to manual mode for the screen and made the units most readable for the pilot. I flew N756VH after he did this and it was very readable in full sunlight and has never been a problem when in IFR conditions. We had at least one member indicate that the Garmin 300XL in N65620 faded during a flight so it was not readable. The maintenance crew discussed this and decided that the avionics fan should be checked. Nick Skinner checked out the avionics fan and found it to be intermittent. A replacement fan will be installed on Nov. 2nd. Please contact Rich if you have further comments on the Garmin 300XL screen in any of the three airplanes with that GPS/Com unit. Two members had a problem with the Garmin 650 in N961DA in that when they entered an identifier for a VOR, it was not in the database. After Bob Skala checked the unit, it asked if he wanted to update the database since he was the first pilot to turn on the radio after the effective date of the new database or continue. Unlike the other gps units in the airplanes, the Garmin 650 will not allow the installer to update the database if the card is installed before the effective date of the new database. You will see
the database dates for the installed database when you first turn the unit on. If it expired, it will be in yellow. At this point, you will need to answer Update instead of Continue since you are the first pilot to fly the airplane after the effective date of the new database.

Condair break-in instructions for our airplanes

*Minimum ground run to keep cylinders cool—advise the tower before startup so can use RWI, if at all possible for takeoffs. DO NOT start engine until you know you will be able to taxi and do not lean on the ground, especially for the first 25 hours.*

For the first 10 hours, cross country flights only – minimum 30 minutes at high rpm at or below 5,000 feet (density altitude) and VFR ONLY. NO approaches, NO manoeuvres AND NO long ground operations.

For first 25 or 50 (to be determined by when it is broken in) hours, the following prohibited items also include:
- ALL CHECKOUTS;
- MULTIPLE LANDINGS OR TOUCH AND GOES IN A ROW;
- MULTIPLE INSTRUMENT APPROACHES IN A ROW;
- SLOW FLIGHT, STALLS OR OTHER SIMILAR MANEUVERS.

THIS INCLUDES A PROHIBITION FOR ALL FLIGHT TRAINING EXCEPT CROSS COUNTRY FLIGHTS (see definition below).

*In Addition, follow these guidelines:*
Maintain a shallow climb at full power, but use caution to avoid overheating the cylinders. Monitor RPM, oil pressure, oil temperature and cylinder temperature (if it has this last gauge). Avoid long descents at cruise RPM.

ALL CLIMBS SHOULD BE 10 KNOTS FASTER THAN NORMAL CLIMB; ALL CRUISING SHALL BE DONE AT 70 - 75% POWER - fly at lower altitudes – BELOW 5,000 FEET (density altitude) - to get 70 - 75% power and use the operating manual to check the rpm required for the % power; LEANED RICHER THAN NORMAL (75 degrees rich of peak EGT); ALL DESCENTS SHOULD BE POWERED SO THE ENGINE IS NOT SHOCK COOLED;

CROSS COUNTRY FLIGHTS ONLY – defined by the board as straight and level flight at 75% power for at least 30 minutes between any one landing. *So, if you need to do multiple landings, you must fly 30 minutes for each leg between the landings.*

The engine will be using *mineral oil* for the first 25 or 50 hours. Use what is in the baggage compartment of the airplane, but it is Philips 20-50M (mineral oil). Additional quarts will be available in a separate box from the normal cabinet.

October 2016 Aircraft Rates

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Rate</th>
<th>Last Month</th>
<th>Rate</th>
<th>Last Month</th>
</tr>
</thead>
<tbody>
<tr>
<td>N854GW Cessna 172SP –</td>
<td>$138.12</td>
<td>$140.99</td>
<td>N961DA Piper Archer III –</td>
<td>$131.66</td>
</tr>
<tr>
<td>N756VH Cessna 182RG –</td>
<td>$193.84</td>
<td>$197.01</td>
<td>Monthly average fuel rate –</td>
<td>$ 4.49</td>
</tr>
</tbody>
</table>

2016
Recent Flying Activities: N961DA to an RV-8 and a B-757
By Jim Coward

This summer was quite busy for me but I still managed to do some flying in Condair aircraft as well as flights with my nephew in his RV-8 and my first visit to an airline cockpit since 9/11. Here are some pictures from my summer flying activities.


2. Flight with my wife, Maria. N961DA, KALB – KLCI, August 5-7, 2016. Weekend with family at Sawyer Lake, NH. No pics from this flight. 😞


4. Flight with my nephew, Andrew Coward (FedEx Captain) in his homebuilt RV-8, N411RU, at South Lake Tahoe, CA (KTVL), August 29 & 30, 2016. Aerobatics and formation flying with another hombuilt. Highlight of a great birthday celebration and Coward family mini-reunion.
Seated in the left seat, Boeing 757, about to depart from Edinburgh, Scotland to Newark, NJ. What a way to top off our trip to Ireland and Scotland!
Ken Haefner, and I flew to Middlebury, VT (6b0) in N854GW on Wednesday, October 19th to join the UFOs (United Flying Octogenarians) for lunch at the Storm Café at Frog Hollow Mill in downtown Middlebury. There were 14 for lunch, 11 UFOs and 3 guests among 8 airplanes and several vehicles for transportation. The airport does not have any free transportation to downtown, but I am sure there are cabs since Middlebury College is downtown. The airport is a non-towered, state owned airport, with RW 1-19 that is 2500 feet long by 50 feet wide with a parallel taxiway. It is scheduled for re-construction next year. They expect to expand the runway to be 3200 x 60 after a 60 day construction period (starting in the spring, depending on the weather). They expect to have an alternate turf runway available for landings and takeoffs during the construction. The airport has a paint shop (J & M Aviation) and also an avionics shop (Green Mountain Avionics) located in various hangars on the west side of the airport. We had tours of both after we returned to the airport and talked to other people there, who highly recommended both.

Here are some pictures of the restaurant and the fantastic foliage we saw on the way up and back. We were flying at 2200 feet going there to stay below the clouds and 2500 feet for the return.
INSTRUCTOR TIPS OF THE MONTH

By Chuck Zarriello

“Vacuum Systems
Overview: Vacuum Pressure, what it is:
• Gyro pressure gauge, vacuum gauge, or suction gauge are all terms for the same gauge used to monitor the vacuum developed in the system that actuates the air driven gyroscopic flight instruments
• Air is pulled through the instruments, causing the gyroscopes to spin
• The speed at which the gyros spin needs to be within a certain range for correct operation
• This speed is directly related to the suction pressure that is developed in the system
• The suction gauge is extremely important in aircraft relying solely on vacuum operated gyroscopic flight instruments
• Vacuum is a differential pressure indication, meaning the pressure to be measured is compared to atmospheric pressure through the use of a sealed diaphragm or capsule
• The gauge is calibrated in inches of mercury
• It shows how much less pressure exists in the system than in the atmosphere [Figure 1]

Vacuum System Failures:
• Reduces or eliminates effectiveness of Attitude Indicator, and Heading Indicator.
• Many FATAL accidents can be attributed to Vacuum Pump failure while flying IMC.

Vacuum System:
• Check Vacuum & Alternate Vacuum on the ground before flight
• Remember 1st Rule IFR flying, Instrument Cross-Check & Interpretation
• Carry InOp Covers, & use in the event of an instrument failure. “Failed instruments are too much of a distraction”
• Practice “partial panel flying”
IF YOU WOULD LIKE TO FLY ONE OF OUR ATC CONTROLLERS,

this is what you have to do. Contact Mr. Mark McCumber during normal business hours. Mark is the Manager for the Albany facility. His work number is 518-862-2299. Tell him that you are a Condair Pilot that would be glad to give a controller an orientation flight in one of our aircraft. Give him your availability and he will try and match that up with someone that can go. Have fun and fly safe!

Bob Ellwood

Do not check the Auto Pilot System on the ground, otherwise damage may occur! You will be held financially responsible for the damage

We did discuss this at one of our membership meetings after someone checked one of the Cessna autopilot's on the ground and caused the shear pin to shear and consequently, the autopilot did not work. We have advised all members not to engage or check the autopilot on the ground as it may cause damage. If you have questions please speak with your Condair instructor

THE BOARD
Next Meeting
The next meeting of Condair Flyers will be held on
Sunday, November 6th, 2016 at 7:00 PM

There will be a Pre-Heat Demonstration by Nick Skinner at
6:00pm meet at the Hildt Aviation hangar.
http://www.condairflyers.org/Private/preheat.pdf
Be sure to bring your Airport Security Badge

In Memory of Bob Hoover:
After our business meeting is over, we will be showing the movie’
“Flying the Feathered Edge: The Bob Hoover Project”
Movie Trailer https://youtu.be/JNachtBu0We
(Its runtime is 1hr 27min)

Next Meeting: December 4th at 7:00 PM

Any suggestions for presentation topics?
Contact Carlos vicepresident@condairflyers.org

Secretary’s Notes: Regarding Scheduling in MY FBO:
• It’s important to put in your actual destination not TBD! As Nick says there is no Airport called
KTBD if the ELT goes off they will call us (read Nick) and to be decided does not help search and
rescue. Unless your name is DB Cooper, you probably want to be found.
• The hours you estimate are used to help plan 100 hour and annuals. If you don’t release or
return the airplane it does not reflect an accurate estimate. So if you decide not fly even if the
weather is horrible you should release/return the plane
• Another way the estimate is messed up is if you plan a multiday flight that will be an estimated
flight time of 10 hours, but you just schedule day by day for (let’s say 4 days) so you have 4
reservations for 10 hours. The Program will estimate 40 hours of flight. You can see how this can
make it difficult for maintenance

If you are restricted from flying due to lack of payment you may be required to
come to a board meeting to be reinstated with full up to date payment, you may
need to wait until the check cleared payment. Do not expect to receive your
privileges immediately after payment, The Board